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Appendix 3 to Amendment C

Specification, Clean Version with No Markings and Showing Changes Incorporated

Commissioner for Patents

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**Pursuant to Rule 121, the following is a clean copy of the Specification as amended by the
attached Amendment C with all changes incorporated:**

Title of the Invention

An internal combustion engine machine incorporating significant improvements in power, efficiency and emissions control

Cross Reference to Related Applications

This application is based on provisional application serial number 60/424,981, filed on November 08, 2002.

Statement Regarding Federally Sponsored Research or Development

Not Applicable

Description of Attached Appendix

Not Applicable

Background of the Invention

This invention relates generally to the field of internal combustion engines and more specifically to an internal combustion engine machine incorporating significant improvements in power, efficiency and emissions control.

This invention was conceived in response to the need for greater simplicity, efficiency and power in internal combustion piston engine designs.

Although two-stroke cycle engine technology has many advantages, it has deficiencies have caused widespread legislative restriction on its use and, in the US, an outright EPA ban on it by the year 2006.

1 Additionally, in nations where sophistication of publicly available technology is
2 low, the prevalent two-cycle technology is producing high levels of air pollution and
3 creating excessive fuel and lubricating oil expense due to the fact that the lubricating oil
4 is burned along with the fuel in inefficient combustion. However, it is the only
5 technology that the users can afford to acquire and maintain. This invention was
6 conceived to defeat these problems.

7 Prior internal combustion piston engine technology has been divided into two
8 primary groups, two-stroke cycle engines and four-stroke cycle engines. Prior two-
9 stroke cycle engine technology has a number of advantages over four-stroke cycle
10 technology. These advantages are a higher power to weight ratio and greater design
11 simplicity that results in low production and maintenance costs. Four-stroke technology,
12 on the other hand retained advantages over two-stroke technology in efficiency,
13 dependability, and clean operation. No prior technology produced the advantages of
14 both types in one engine.

15 16 Two Stroke Engine Technology Prior Art in General

17 Prior two-stroke cycle engines suffer a number of deficiencies. They are
18 inefficient, up to or beyond ten times less efficient than comparable four-stroke cycle
19 engines. They also inconveniently require that oil be measured and mixed with their
20 fuel. As a result, prior two-stroke cycle engines operate much less cleanly than
21 comparable four-stroke cycle engines, produce several times the volume of toxic
22 emissions over that of comparable four-stroke cycle engines, experience a high
23 incidence of plug fouling, are notoriously undependable, and use excessive fuel and
24 lubricant.

1 Previous attempts at improved two-stroke technology have included linier engine
2 configurations with pistons in each piston pair located diametrically opposite one
3 another, as does this invention. One such popular configuration is popularly known as
4 the "Bourke" engine. However, such previous linier designs have had a comparably
5 narrow range of RPM speeds within which they could perform. These speeds are
6 unsatisfactory for many applications and also complicate engine performance and
7 design parameters for the various internal components.

8 Prevalent conventional engine technology causes wear on the many moving
9 machine parts, largely due to components of articulated motion. This wear is
10 concentrated, in particular, on the pistons, piston rings, cylinders, wrist pins, connecting
11 rod bearings; main bearings and other related principal parts.

12 In present conventional engine technology, high operating temperatures bring
13 increased complexity and expense in engine design and choice of materials.

14 Present conventional technology is not adaptable to attain significant energy
15 savings by being run on fewer than all cylinders, when full power is not required, letting
16 the unused cylinders and pistons disconnect from the drive train and come to complete
17 rest until again needed.

18 19 Cylinder Head Exhaust Valve Prior Art

20 A number of cam or hydraulically controlled cylinder head exhaust valves are
21 taught in prior two-stroke technology, but none were found teaching cylinder head
22 exhaust valves applied to spark ignited two-stroke technology. However, spark ignition
23 is the more compatible, and therefore overwhelmingly more dominant, configuration for
24 lightweight engines. Therefore, this new use of a cylinder head exhaust valve in

1 application to spark ignited two-stroke technology with the resultant increase in
2 efficiency and reduction in toxic emissions is a much-needed improvement.

3 US patent 2,097,883 to Johansson teaches an exhaust valve for two-stroke cycle
4 diesel engines (i.e., not spark ignited). The valve in that patent is specifically designed
5 to control combustion chamber pressure in compression ignition engines.

6 7 Oil Hoarding Rings Prior Art

8 No use of rings on a piston for the purpose of sealing the lubricated space and
9 retaining oil between them has been found in prior technology. In fact, US patent
10 4,364,307 teaches against such usage, particularly noting that it would be inappropriate
11 to place sealing rings both above and below a lubrication groove. That, however, is
12 precisely one design characteristic of this invention.

13 Dynamic Pressure Pump, Double-Acting Piston Rod and Multi-Function Pistons to 14 Carry, Distribute, and Recover Lubrication Oil

15 A number of patents teach the transport of lubrication oil via a piston rod and/or
16 pistons adapted to distribute oil transported by such a rod. Some use dynamic energy
17 to propel the oil. (The general principle of dynamic energy/pressure pumps is to apply
18 dynamic energy to the medium, such as oil, by scooping it up and propelling it by rapid
19 cyclical motion.)

20 However, none of said patents provide for complete "round trip" oil circulation via
21 this method. They transport oil only one-way. This necessarily limits utility of the oil in
22 cooling the engine, for it must either be slowly metered out so as to prevent a significant
23 amount of it burning with the normal engine combustion, or it must be restricted from the
24 cylinder interior entirely.

1 Further, dynamical propulsion oil pumps and oil carrying piston rod systems
2 consistently teach their use only in lubricating the piston wrist pins, or lubricating/cooling
3 the bottoms of the pistons. None are designed, as this patent teaches, to provide the
4 primary lubrication to cylinder walls plus a return route for the oil for complete circulation
5 loops. Examples include US patents 2,569,103 and 2,645,213 (to Huber), US patents
6 4,466,387, 4,502,421, and 4,515,110 (Perry), US patent 2,865,349 (MacDonald), US
7 patent 3,633,468 (Burck), US patent 3,992,980 (Ryan et al), and US patent 3,930,472
8 (Athenstaedt), and US patent 2,899,016 (Swayze).

9 Additional examples of systems incorporating piston rod oil transport also include
10 pressure sealed walls at the base of their cylinders, as does this patent application.
11 (These sealed walls are also known as "cross heads.") However, as in those described
12 above, none provide for complete oil circulation cycles to include oil return from the
13 engine cylinder to the sump. Examples of these include US patents 1,268,056
14 (Ruether), 1,827,661 (Kowarick), 2,064,913 (Hedges), 2,244,706 (Irving) and 3,710,767
15 (Smith).

16 17 Brief Summary of the Invention

18 An object of the invention is to provide an improved two-cycle reciprocating
19 internal combustion engine that eliminates the previous disadvantages of two cycle
20 technology as compared to four cycle technology, in that this engine produces higher
21 efficiency, decreased toxic emissions, less fouling, and greater dependability while
22 retaining the advantages of simplicity of production and of maintenance, and high power
23 per unit weight.

1 Still yet another object of the invention is to provide an improved reciprocating
2 internal combustion engine wherein, it is possible to increase the power or torque to
3 weight ratio up to 100 percent or more over that of four-cycle technology without
4 increasing the bore and stroke, compression ratio, or number of cylinders, while at the
5 same time retaining a wide available range of RPMs, particularly including the most
6 desirable or recommended operating engine speeds with special consideration given to
7 friction heat and reciprocal motion, and thereby maintaining the most desirable
8 aspiration conditions and reciprocating valve performance characteristics, resulting in a
9 more efficient fuel consumption rate, over previous conventional or linier two-cycle
10 engines.

11 Another object of the invention is to provide two-cycle engine that, unlike two
12 cycle engines under previous technology, is not subject to the inconvenient necessity of
13 mixing lubricating oil with the fuel in the same tank, nor in the combustion chamber.

14 A further object of the invention is to provide a two-stroke cycle internal
15 combustion engine in which the lubricant circulates and is re-used independently from
16 the fuel, thus using less lubricant.

17 Another object of the invention is to provide a two-cycle engine that, unlike
18 two cycle engines under previous technology, is not subject to the extremely high
19 pollutant emissions that result from the necessity of mixing lubricating oil with the fuel in
20 the combustion chamber.

21 Still yet another object of the invention is to provide a two cycle engine that,
22 unlike two cycle engines under previous technology, is not subject to the
23 undependability and frequent spark plug fouling that results from the necessity of mixing
24 lubricating oil with the fuel in the combustion chamber.

1 Another object of the invention is to provide a simple, compact engine structure
2 that is, aside from the drive train, essentially symmetrical wherein oppositely disposed
3 parts are substantially identical.

4 Yet another object of the invention is to provide an internal combustion engine
5 that is simple and inexpensive to build and maintain.

6 Another object of the invention is to provide an improved reciprocating internal
7 combustion engine wherein the wear caused by friction on piston, piston rings,
8 cylinders, wrist pins, connecting rod bearings; main bearings another principal parts of
9 the engine is significantly reduced below that of in conventional two-cycle or four-cycle
10 engines having the same bore, stroke, compression ratio and number of cylinders
11 through virtually eliminating piston side loads and the resultant piston and cylinder wear.

12 Yet another object of the invention is to produce an improved reciprocating
13 internal combustion engine wherein each cylinder can produce one combustion stroke
14 with each revolution of the crankshaft. This amounts to two power strokes for each
15 piston pair for each shaft revolution and a power stroke for each movement of the piston
16 rod.

17 Another object of the invention is to produce an improved reciprocating internal
18 combustion engine wherein the piston rod travel between combustion strokes is 50
19 percent less than in present conventional two-cycle technology engines of the same
20 bore and stroke, compression ratio, and number of cylinders, thus saving energy
21 wasted in previous technology and saving commensurate fuel.

22 A further object of the invention is to provide an improved internal combustion
23 reciprocating engine that runs significantly cooler than those of present technology, thus
24 reducing corrosion and wear and making choice of applicable construction materials

1 broader and less expensive. The improved cooling is derived from the increased
2 lubricating/cooling oil flow provided and also from expansion cooling of the exhaust
3 gases.

4 Another object of the invention is to provide an improved reciprocating internal
5 combustion engine having increased life expectancy by reducing the need for the
6 engine to labor excessively or to be operated in an R.P.M. speed range that is beyond
7 the design capability originally intended or recommended in order to fulfill the
8 requirements for torque and/or horsepower.

9 Another object of the invention is to provide a linear two-stroke cycle internal
10 combustion engine that operates smoothly and efficiently over a wide range of rpm
11 speeds.

12 Still yet another object of the invention is to provide an improved reciprocating
13 internal combustion engine that is particularly adaptable to being run on fewer than all
14 cylinders when full power is not required, letting unused banks of cylinders and pistons
15 disconnect from the drive train and come to complete rest until again needed, thus
16 saving energy and also ensuring that the load on each end of the piston rod remains
17 substantially equal in that for any given fuel setting the force of the explosion is the
18 same, that is, the unit force exerted upon the opposite ends of the piston rod by
19 successive explosions is equal, even when a pair of pistons is put in "resting" mode.

20 A further object of the invention is to provide an internal combustion engine that
21 can operate using a wide range of fuels to include alcohol, gasoline, diesel, and others.

22 Still yet another object of the invention is to provide an internal combustion
23 engine that is easily adapted for glow plug, spark ignition or compression ignition.

1 Another object of the invention is to provide improved reciprocating internal
2 combustion engine technology compatible to both two-cycle and four-cycle technology
3 of increased simplicity over each or these present technologies.

4 Other objects and advantages of the present invention will become apparent
5 from the following descriptions, taken in connection with the accompanying drawings,
6 wherein, by way of illustration and example, three embodiments of the present invention
7 are disclosed.

8 In accordance with preferred embodiments of the invention, there is disclosed a
9 reciprocating internal combustion engine machine incorporating significant
10 improvements in power, efficiency and emissions control, primarily by eliminating the
11 mix lubricating oil with the engine fuel and segregating the lubricating oil and fuel at all
12 times.

13 14 Brief Description of the Drawings

15 The drawings constitute a part of this specification and include exemplary modes
16 of the invention, which may be embodied in various forms. It is to be understood that in
17 some instances various aspects of the invention may be shown exaggerated or
18 enlarged to facilitate an understanding of the invention.

19
20 Fig. 1 is a perspective view of the engine in the first preferred mode from the
21 back or "cam drive" side.

22 Fig. 2 is a perspective view of the engine in the first preferred mode from the
23 front or "output shaft" side.

1 Fig. 3 is a cutaway view of the engine in the first preferred mode from the front or
2 "output shaft" side.

3 Fig. 3A is a cutaway view of the engine in the second preferred mode from the
4 front or "output shaft" side.

5 Fig. 3B is an expanded cutaway view of a section of the engine as illustrated in
6 Fig. 3A.

7 Fig. 3C is a perspective three quarter view with phantom images of the cylinder
8 interior of the engine in the second preferred mode.

9 Fig. 3D is a perspective three quarter view of the engine in the second preferred
10 mode.

11 Fig. 4 is a view of the engine oil sump/crankcase, configured for the first or
12 second preferred modes, from the top with the top-plate removed, providing a view of
13 the gears.

14 Fig. 5 is a cutaway view of the engine sump/crankcase, configured for the first or
15 second preferred modes, from the back or "cam drive" side.

16 Fig. 6 is a partial cutaway side view of the multi-function piston configured for the
17 first or second preferred modes.

18 Fig. 7 is a top cutaway view of the multi-function piston configured for the first or
19 second preferred modes.

20 Fig. 8 is a bottom cutaway view of the multi-function piston configured for the first
21 or second preferred modes.

22 **Fig. 9 is a cut-away view of a portion of the engine incorporating a "pop-**
23 **top" multi-function piston as used in the third preferred mode.**

1 **Fig. 10 is a side view of a “pop-top” multi-function piston having an air/fuel**
2 **intake valve in its head, as used in the third preferred mode, with the valve in the**
3 **open position.**

4 **Fig. 11 is a side view of a “pop-top” multi-function piston of the third**
5 **preferred mode as in Fig. 10, but with the air or air/fuel intake valve in the closed**
6 **position.**

7 **Fig. 12 is a top view of the “pop-top” multi-function piston used in the third**
8 **preferred mode as represented in Figs. 10 and 11.**

9 **Fig. 12a is an expanded top view of the center section of the multi-function**
10 **“pop-top” piston illustrated in Fig. 12.**

11 **Fig. 13 is a perspective view of the engine in a single cylinder configuration,**
12 **aspirated and lubricated after the manner of the first preferred mode.**

13
14 **Lists of Numbered Components for Each Figure**

15 **FIG. 1**

16	100	engine
17	101	oil sump/crank case
18	101a	oil sump/crank case top and top plate
19	101b	oil sump/crank case combination end walls/cylinder compression walls
20	101c	oil sump/crank case side walls
21	101d	oil sump/crank case bottom
22	102	air/fuel intake manifold
23	102a	carburetor

1	102b	fuel inlet
2	102c	throttle cable
3	102d	carburetor air intake
4	102e	one-way air intake reed valve housing
5	103	cylinder
6	103a	cylinder sidewall
7	104	cylinder head
8	105	exhaust assembly block
9	106	exhaust cam block
10	107	exhaust port to atmosphere
11	108	exhaust cam passive sprocket
12	109	exhaust cam power sprocket
13	110	exhaust cam drive belt
14	111	exhaust cam belt tension pulley
15	112	output drive shaft
16	113	spark-plug
17	114	spark-plug wires
18	115	air/fuel transfer passage cover

19

20 **FIG. 2**

21	105	exhaust assembly block
22	106	exhaust cam block

- 1 114 spark-plug wires
- 2 201 combination fly-wheel/starter cog
- 3 202 starter motor (engaged)
- 4 206 exhaust valve cam
- 5 207 magneto pick-ups

6

7 **FIG. 3**

- 8 101 oil sump/crank case
- 9 101b oil sump/crank case combination end walls/cylinder compression walls
- 10 103 piston cylinder
- 11 103a cylinder side wall
- 12 104 cylinder head
- 13 107 exhaust port to atmosphere
- 14 112 output drive shaft
- 15 113 spark-plugs
- 16 115 air/fuel transfer passage cover
- 17 301 oil
- 18 302 sump oil pick-up pipe
- 19 302a sump oil pick-up pipe nozzle
- 20 303 sump oil return outlet pipe
- 21 303a piston rod sump outlet port
- 22 304 piston rod

1	305	push rod
2	306	crank plate
3	306a	cam drive shaft
4	307	output drive shaft cog
5	308	multi-function piston
6	308a	piston oil inlet ports
7	308b	piston oil outlet ports
8	308c	oil hoarding rings
9	308d	piston head
10	308e	piston base
11	309	air/fuel transfer passage
12	311	exhaust valve
13	312	exhaust valve stem
14	313	exhaust valve stem ball
15	314	exhaust valve spring
16	315	exhaust valve cam
17	316	cylinder combustion chamber
18	317	cylinder compression chamber
19	317a	cylinder compression chamber air or air/fuel inlet port
20	317b	cylinder compression chamber air or air/fuel inlet port one-way reed valve
21	317c	cylinder compression chamber air or air/fuel outlet port
22	317d	cylinder combustion chamber air or air/fuel inlet port

1 **318** **pressure seal**

2

3 **FIG 3A**

4 **319** **air/fuel transfer passage circular cover**

5 **320** **cylinder compression chamber air or air/fuel outlet circle of ports**

6 **321** **cylinder combustion chamber air or air/fuel inlet circle of ports**

7

8 **FIG 3B**

9 **319** **air/fuel transfer passage circular cover**

10 **320** **cylinder compression chamber air or air/fuel outlet circle of ports**

11 **321** **cylinder combustion chamber air or air/fuel inlet circle of ports**

12

13 **FIG 3C**

14 **319** **air/fuel transfer passage circular cover**

15 **320** **cylinder compression chamber air or air/fuel outlet circle of ports**

16 **321** **cylinder combustion chamber air or air/fuel inlet circle of ports**

17

18 **FIG 3D**

19 **319** **air/fuel transfer passage circular cover**

20

21 **FIG. 4**

22 **101b** **oil sump/crank case combination end walls/cylinder compression walls**

1	112	output drive shaft
2	302	sump oil pick-up pipe
3	302a	output drive shaft
4	303	oil return outlet pipe
5	304	piston rod
6	305	push rod
7	306	crank plate
8	306a	cam drive shaft
9	307	output drive shaft cog
10	318	pressure seal

11

12 **FIG. 5**

13	101b	oil sump/crank case combination end walls/cylinder compression walls
14	112	output drive shaft
15	301	oil
16	302	sump oil pick-up pipe
17	302a	sump oil pick-up nozzle
18	303	oil return outlet pipe
19	303a	piston rod sump outlet port
20	304	piston rod
21	305	push rod
22	306	crank plate

- 1 306a cam drive shaft
- 2 307 output drive shaft cog
- 3 308 multi-function piston
- 4 318 pressure seal

5

6 FIG. 6

- 7 302 sump oil pick-up pipe
- 8 303 oil return outlet pipe
- 9 308a piston oil inlet ports
- 10 308b piston oil outlet ports
- 11 308c oil hoarding rings
- 12 601 piston oil inlet channels
- 13 602 piston oil outlet channels

14

15 FIG. 7

- 16 308a piston oil inlet ports
- 17 601 piston oil inlet port channels

18

19 FIG. 8

- 20 308b piston oil outlet ports
- 21 602 piston oil outlet port channels

22

FIG. 9

- 1
- 2 **103a** **cylinder side wall**
- 3 **900** **air or air/fuel intake valve head**
- 4 **901** **valve seat**
- 5 **902** **valve stem**
- 6 **902a** **valve rod**
- 7 **902b** **control peg**
- 8 **903** **valve spring**
- 9 **903a** **valve spring collar**
- 10 **904** **valve guide**
- 11 **905** **air or air/fuel valve ports**
- 12 **907** **piston oil supply port**
- 13 **908** **piston oil return port**
- 14 **911** **piston rod**
- 15 **950** **multi-function piston**

FIG 10

- 16
- 17
- 18 **900** **valve head**
- 19 **901** **valve seat**
- 20 **902** **valve stem**
- 21 **902a** **valve rod**
- 22 **903** **valve spring**

- 1 **903a** valve spring collar
- 2 **904** valve guide
- 3 **905** air or air/fuel valve ports
- 4 **911** piston rod
- 5 **1006** piston oil supply port
- 6 **1008** oil hoarding rings
- 7 **1009** piston head
- 8 **1010** piston base

9

10 **FIG. 11**

- 11 **900** valve head
- 12 **903** valve spring
- 13 **1107** piston oil return port

14

15 **FIG. 12**

- 16 **901** valve seat
- 17 **902** valve stem
- 18 **904** valve guide
- 19 **905** air or air/fuel valve ports
- 20 **1006** piston oil supply port
- 21 **1007** piston oil return port
- 22 **1206** piston oil supply channel

1 **1207** **piston oil return channel**

2

3 **FIG. 12a**

4 **902** **valve stem**

5 **904** **valve guide**

6 **911** **piston rod**

7 **1201** **sump oil pick-up pipe**

8 **1202** **oil return outlet pipe**

9 **1203** **valve stem oil pinhole**

10 **1206** **piston oil supply channel**

11 **1207** **piston oil return channel**

12

13 **FIG 13**

14 **1301** **reciprocating power shaft**

15 **1302** **single, unpaired magneto pick-up**

16

17 **Detailed Description of the Preferred Embodiments**

18 The key novelties of this invention lie in its means of lubrication combined with its
19 means of aspiration and exhaust. A number of alternative modes are offered and they
20 can be "mixed and matched" as needs dictate. Note that in every mode described, fuel
21 injection may be substituted for carburetion, providing increased performance, but at the
22 expense of increased system complexity and monetary cost.

1 Referring to FIG. 1, the engine in the first preferred mode, a two-stroke cycle
2 dynamic pressure powered lubrication configuration (100), has a combination oil
3 sump/crankcase (101) with a top and top plate (101a) and combination end
4 walls/cylinder compression walls (101b), side-walls (101c) and a bottom (101d). It
5 includes an air/fuel intake manifold (102), a carburetor (102a), a fuel inlet (102b), a
6 throttle cable (102c), a carburetor air intake (102d) and a one-way air intake reed valve
7 (102e).

8 On either end of the combination oil sump/crankcase is a cylinder (103) with a
9 sidewall (103a), cylinder head (104), exhaust assembly block (105) exhaust cam block
10 (106) having an exhaust port to atmosphere (107), an air or air/fuel transfer cover (115)
11 and an exhaust cam passive sprocket (108). On each cylinder head is also mounted an
12 air/fuel transfer passage cover and a spark plug (113) with spark plug wire (114)
13 attached.

14 Extending from the facing side wall of the oil sump/crankcase is an output drive
15 shaft (112), a shaft with exhaust cam power sprockets (109) linked to exhaust cam
16 passive sprockets (108) by two exhaust cam drive belts (110), tensioned by an exhaust
17 cam drive belt tensioning pulley (111).

18 Referring to FIG. 2, viewing the engine of FIG. 1 from the opposite side, now
19 additionally detailed are the exhaust assembly block (105), the exhaust cam block
20 (106), the combination flywheel/starter cog (201), the starter motor, shown engaged for
21 starting (202), the exhaust valve cam (206) and the magneto pick-ups (207) connected
22 to the spark plug wires (114).

1 Referring to FIG. 3, which is a partial cut-away view with multi-function pistons
2 intact, one may observe a number of the features that provide a cleaner, more efficient,
3 more dependable, more powerful and more conveniently operated system than extant in
4 prior technology.

5 Keys to this invention are the features that allow engine oil and fuel to remain
6 separate throughout the combustion process. Prior conventional two-cycle engine
7 designs required lubricating oil to be measured and mixed with their fuel. This caused
8 the engines to "burn dirty," producing prodigious levels of toxic emissions, low
9 efficiency, and poor dependability due to constant plug and system fouling. This
10 invention overcomes such problems by incorporating improved aspiration systems and
11 oil circulation systems that allow lubrication while segregating the lubricant from fuel and
12 combustion.

13 One preferred mode, employing (as all preferred modes do) a dynamic pressure
14 lubrication pump system, is illustrated in FIG. 3. Each cylinder (103) has a side-wall
15 (103a), oil sump/crank case combination end walls/cylinder compression wall (101b)
16 that segregates compression chamber (317) fuel and/or air from oil (301) in the crank
17 case/sump (101). This wall is an important key to keeping oil out of the combustion
18 chamber (316). In conventional technology, this wall is absent, leaving the cylinder
19 open to the crankcase. This wall (101b) and its pressure seal (318) also serve as a
20 guide to the piston rod (304) that keeps the rod traveling in strictly linier motion,
21 reducing cylinder wear.

1 In this configuration, oil (301) is picked up by nozzles (302a) of pick-up pipes
2 (302) extending from the piston rod (304) into the crank case/sump (101). These
3 nozzles are thrust to and fro in a reciprocating manner through the sump oil (301) due to
4 the motion of the piston rod (304) to which they are attached. On each thrust, oil is
5 forced into one or the other nozzle by dynamic pressure. The nozzles may be flared in
6 order to increase the dynamic pressure applied. Oil passes through the nozzle, enters
7 the sump oil pick-up pipe (302), via which it then travels to the multi-function piston
8 (308) where it exits via the piston oil inlet ports (308a) and circulates about the multi-
9 function piston (308) between the oil hoarding rings (308c) that prevent the oil (301)
10 from coming in contact with combustion fuel and air or combustion products above or
11 below the multi-function piston (308). As it circulates, continued static pressure from
12 additional oil feed, plus dynamic pressure caused by reciprocating piston rod motion
13 causes the oil to re-enter the multi-function piston (308) through the piston outlet ports
14 (308b) from whence it travels back down the piston rod (304) via an oil return outlet pipe
15 (303) to drip through the piston rod sump outlet (303a) back into the crank case/sump
16 (101) where it cools. Thus, lubricating oil circulation is completed without the oil ever
17 coming into contact with combustion fuel or air.

18 The oil (301) rests in the sump (101) where its cooling is promoted through
19 stirring by motion of the sump oil pick-up pipe (302) until it again enters the circulation
20 system.

21 This diagram illustrates means by which engine performance is further enhanced
22 through the addition of an exhaust valve (311) in each cylinder head (104). Note that

1 each cylinder (103) has an intake port (317d) that resembles and functions in much the
2 same manner those in present popular two-cycle engines. However, the exhaust valve
3 (311) in the cylinder head (104) replaces the standard prior technology exhaust port on
4 the cylinder side-wall. Action of this valve may be independently adjusted in such a way
5 as to obtain maximum scavenging effect, best combustion and best compression time
6 and pressure, allowing the engine to burn more cleanly and making the engine more
7 readily compatible with a wider range of fuels than in previous conventional technology.

8 Further detailed in FIG. 3, are the oil sump/crank case (101), oil in the sump
9 (301), sump oil pick-up pipes (302), sump oil pick-up nozzles (302a), oil return outlet
10 pipes (303) and piston rod oil return outlet ports (303a).

11 A piston rod (304) is linked by a push rod (305) to a crank plate (306) that turns a
12 cam drive shaft (306a) and meshes with an output shaft cog (307) driving an output
13 drive shaft (112). Oil (301) contained in the oil sump/crank case splashes as the
14 various contained components move, thus ensuring complete lubrication of all parts
15 encased therein.

16 Connected to each end of the piston rod is a multi-function piston (308) having
17 piston oil inlet ports (308a), piston oil outlet ports (308b), oil hoarding rings (308c), a
18 piston head (308d), and a piston base (308e).

19 Each cylinder (103) has a head (104) with an exhaust valve (311), exhaust valve
20 stem (312), exhaust valve stem ball (313), exhaust valve spring (314), and exhaust
21 valve cam (315), exhaust ports to atmosphere (107), and spark plugs (113).

1 Each cylinder has a combustion chamber (316), a compression chamber (317),
2 compression chamber air or air/fuel inlet port (317a), compression chamber air or
3 air/fuel inlet port one way reed valve (317b), compression chamber air or air/fuel outlet
4 port (317c), combustion chamber air or air/fuel inlet port (317d), an air or air/fuel
5 transfer passage (309) leading from the compression chamber to the combustion
6 chamber including an air/fuel transfer passage cover (115). At the base of each
7 cylinder is a pressure seal (318) in the oil sump/crankcase combination end walls and
8 cylinder compression walls (101b), through which the piston rod (304) passes.

9 FIG. 3A illustrates an alternative preferred mode with respect to the air or air/fuel
10 transfer passage ports. Instead of equipping each cylinder with a small, elongated air
11 or air/fuel transfer passage and cover with ports into the cylinder at either end (as
12 described in the previously presented mode) this mode substitutes a donut shaped,
13 circular cover (319) that surrounds the cylinder. Under this cover, the cylinder is circled
14 at either end by a ring of outlet ports (320), and inlet ports (321) to facilitate high
15 volume, evenly distributed air flow.

16 FIG. 3B is an enlarged image of a portion of FIG. 3A showing the donut shaped,
17 circular cover (319) that surrounds the cylinder, and the cylinder circled at either end by
18 a ring of outlet ports (320) and inlet ports (321).

19 FIG. 3C further illustrates the features exhibited in FIG. 3B, pointing out the donut
20 shaped, circular cover (319) that surrounds the cylinder and the cylinder circled at either
21 end by a ring of outlet ports (320), and inlet ports (321).

1 FIG. 3D shows the entire exterior arrangement of the engine employing the donut
2 shaped, circular cover (319) that surrounds the cylinder.

3 Now referring to FIG. 4, further detailed for an engine configured in the first or
4 second preferred modes are the combination end walls/cylinder compression walls
5 (101b), the sump oil pick up pipe (302), the sump oil pick-up pipe nozzle (302a), oil
6 return pipe (303), piston rod (304), push rod (305), crank plate (306), cam drive shaft
7 (306a), output drive shaft cog (307), output drive shaft (112) and pressure seal (318).

8 Turning to FIG. 5, expanding on the view in FIG. 4, we can see the combination
9 end walls/cylinder compression walls (101b), the oil (301), the sump oil pick up pipe
10 (302), the sump oil pick-up pipe nozzle (302a), oil return pipe (303), piston rod sump oil
11 outlet port (303a), piston rod (304), push rod (305), crank plate (306), cam drive shaft
12 (306a), output shaft cog (307), output drive shaft (112), the multi-function piston (308)
13 and pressure seals (318).

14 FIG. 6 presents closer detail of the multi-function piston as configured for the first
15 preferred lubrication mode, showing the sump oil pick-up pipe (302), the oil return outlet
16 pipe (303), the piston oil inlet ports (308a), the piston oil outlet ports (308b), the oil
17 hoarding rings (308c), the piston oil inlet channels (601), and the piston oil outlet
18 channels (602).

19 FIG. 7, a cut-away view, further details the multi-function piston shown in FIG. 6
20 showing the piston oil inlet ports (308a) and the piston oil inlet channels (601).

21 FIG. 8, a cut-away view, further details the multi-function piston of FIG. 6,
22 showing piston oil outlet ports (308b) and the piston oil outlet channels (602).

1 Referring to FIG. 9, the key part to the third preferred mode is displayed.
2 This is the "pop top piston" system and this mode provides the most effective
3 means of keeping fuel and lubricant separated in that it allows no overlap
4 whatsoever in the lubrication and aspiration systems. FIG. 9 illustrates the entire
5 system for one cylinder, clearly showing the relationships of the "pop-top" piston
6 system components, to include the control peg (902b).

7 This system includes a piston (950), air or air/fuel ports (906), a piston rod
8 (911), piston oil supply port (907), piston oil return port (908), air or air fuel intake
9 valve head (900), valve seat (901), valve stem (902), valve spring (903), valve
10 spring collar (903a), valve guide (904). The system also includes a valve rod
11 (902a) and a control peg (902b).

12 Detailed is a multi-function piston configured for the third preferred mode.
13 In this mode, an air or air/fuel mixture intake valve head (900) and intake ports
14 (905) are actually located each the piston head. By substituting these valves and
15 ports fixed intake ports in the cylinder side-wall (103a), increased control over
16 air/fuel aspiration becomes possible. In this figure, the piston intake valve head
17 (900) is open. Note that the valve stem (902) extends into the piston head and the
18 valve head (900) fits snugly in the seats in the piston head valve seat (901).

19 The intake valve head (900) is pushed open by a valve rod (902a) one end
20 of which is attached to a stem (902) of the given valve (900) and the other end
21 of which impinges upon a control peg (902b) that prevents the valve rod (902a)
22 from traveling with the piston rod (911) for its full stroke. When the piston (950)

1 and piston rod (911) begin their power stroke, the valve rod (902a) travels with
2 them, pushed along by the valve stem (902), the inertia of the valve rod (902a)
3 being overcome by the valve spring (903).

4 Before the piston rod (911) completes its power stroke, valve rod (902a)
5 comes in contact with a control peg (902b). This control peg stops further travel
6 of the valve rod (902a). Although the valve rod stops moving, the piston rod (911)
7 continues traveling to the bottom of its power stroke, sliding past the now
8 motionless valve rod (902a). As a result, one end of the now motionless valve rod
9 pushes against the valve stem (902), compressing the valve spring (903) and
10 forcing the valve head (900) open. Air or air/fuel mixture rushes through the
11 opened valve, transiting through air or air/fuel ports (906) in the piston. Shortly
12 thereafter, the piston rod (912) "bottoms out" finishing its power stroke, and
13 reverses direction to start its compression stroke.

14 As the piston rod (911) begins its compression stroke, its motion slides the
15 valve rod (902a) away from the control peg (902b) and allows the valve spring
16 (903) to once again force the valve head (900) closed. As the piston (950)
17 continues in its compression stroke, pressure above it in the combustion
18 chamber further serves to keep the valve head (900) firmly seated and closed.
19 The piston stroke continues through compression, combustion and exhaust and
20 the cycle repeats.

21 Lubrication for each piston is accomplished through the dynamic pressure
22 lubrication oil system previously described, with oil distribution accomplished via

1 a piston oil supply port (907) and a piston oil return port (908). (Details of the
2 lubrication system are not illustrated in order to preserve simplicity, but are
3 essentially identical to the dynamic pressure system previously described.)

4 This mode provides increased control over the combustion process in that
5 it allows independent control of the cylinder head exhaust valve and off the air or
6 air/fuel intake valve. This control translates into cleaner, more efficient
7 combustion and increased adaptability to a wide range of fuels. Although this
8 mode offers significant performance benefits, it is also more complex to
9 manufacture and maintain than the first and second preferred modes.

10 FIG 10 provides increased detail as to how the various parts of the "pop-
11 top" piston relate and function. In this drawing the valve rod (902a), co-axial to
12 the piston rod (911), is pressing against valve stem (902), compressing the valve
13 spring (903) via the valve spring collar (903a) and forcing the valve head (900)
14 open. The valve stem is held in place by a valve guide (904). The piston is
15 lubricated by oil emitting from the piston oil supply port (1006).

16 The piston is centered in its cylinder by the oil hoarding rings (1008) that
17 also keep the lubrication oil from escaping above or below the piston. When the
18 valve head (900) opens, air or fuel/ail mixture rushes up from the base of the
19 piston (1010) through the air or air/fuel valve ports (905) past the valve seat (901)
20 and out through the piston head (1009).

21 FIG. 11 displays the "pop-top" piston system viewing the opposite side
22 from FIG. 10 so that the piston oil return port (1107) is visible. Oil is forced

1 through this port by static pressure of additional oil pumped to the piston. The
2 oil enters this port and returns to the engine sump/crankcase. In this illustration,
3 the valve head (900) is closed, showing the valve spring (903) uncompressed in
4 its resting position.

5 FIG. 12 provides an end view of the piston air or air/fuel ports (905), and of
6 the piston oil supply channels (1206) and return channels (1207), that feed oil to
7 and from the piston oil supply ports (1006) and piston oil return ports (1007), also
8 feeding oil in minute quantities to lubricate the valve stem in the center of the
9 piston. The relationships of the valve seat (901), valve stem (902), and valve
10 guide (904) and the air or air/fuel valve ports (905) to the rest of the piston are
11 defined.

12 In FIG. 12a, viewing the center section of FIG. 12 in further detail, note that
13 opposite the bases of the piston oil supply (1206) and piston oil return (1207)
14 channels, and extending from the sump oil pick-up pipe (1201) and from the sump
15 oil return outlet pipe (1202), there are valve stem pinholes (1203) leading through
16 the valve guide (904) to the valve stem (902), centered in the piston rod (911), via
17 which minute quantities of oil may pass in order to lubricate the valve stem (902)

18 FIG. 13 shows the engine configured to operate with only one cylinder and
19 piston. Particularly singled out are the reciprocating power shaft (1301) that moves only
20 in a linier "in and out" manner and the single, unpaired magneto pick-up (1302).

1 In addition to the features documented in these drawings, further benefits may be
2 derived by incorporating different means of ignition, to include not only spark plugs, but,
3 alternatively, glow plugs and/or explosive compression in the combustion chamber.

4 Additionally, alternate incorporation of various drive trains, substituting, for
5 example, a rack and pinion, ratchet drive, or uni-directional or segmented gear
6 arrangement in place of the crank plate system here described, may render the system
7 lighter and more compact and may allow greater flexibility in choice of fuels by providing
8 for a greater range of piston dwell times than in rotary transmission systems, thus
9 promoting more complete and efficient fuel combustion. The engine may also
10 significantly benefit from addition of an oil cooler and from a turbo-charger, super-
11 charger, intake air compressor, fan, or blower. While the invention has been described
12 in connection with preferred embodiments, it is not intended to limit the scope of the
13 invention to the particular forms set forth, but on the contrary, it is intended to cover
14 such alternatives, modifications, and equivalents as may be included within the spirit
15 and scope of the invention as defined by the appended claims.